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REPORT

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SUPPLEMENT TO
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1. See Attachment I (sketch of the Danube at Baja, Hungary):

(1) is a single-track railroad bridge spanning the river. This bridge is completely finished and in use. On 6 April 1952, two 60-car military trains were observed crossing the bridge from the right to the left bank, in the direction of the Yugoslav frontier.

(2) indicates a pair of Hungarian Army warehouses. Their contents is not known, but material is delivered to the warehouses by way of a jetty (4). Building (3) is the barracks housing the guard squad (10 to 15 men).

(5) is a large modern silo, with all necessary equipment for loading and unloading grain into and from barges.

(6) is the local shipping office, a large old-fashioned building. (7) is the passenger jetty.

(8) is an unkempt patch of park or woodland. (9) is a small round building from which a Hungarian flag is always flying. It marks the entrance to the Sugavica Channel. On 6 April some 20 to 25 military gunboats, monitors, and motorboats were observed to be moored in this channel or canal (10). Some of the vessels were Russian units.

The Sugavica Channel connects with the Kr. Peter Canal in Yugoslavia, which leads to Stari-Becelj on the Tisa River. The Tisa River flows into the Danube at Slankamen, at Kilometer 1217. The Sugavica Channel can be used by tugs up to 200 HP and barges of not more than 450 or 500 tons in capacity. The Hungarians are currently making difficulties for Yugoslavia by letting insufficient water into the Kr. Peter canal by way of the Sugavica Channel, and thus halting 50X1-HUM

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traffic there during the low water season. The Sugavica Channel is used as a winter depot for the tying up of vessels and can shelter some 150 units at any one time. It is from 40 to 50 meters wide and approximately 1.80 meters deep.

2. See Attachment II (sketch of the Danube at Duna Szekcső):

Some 200 to 300 meters up the Danube from the village of Duna Szekcső (Kilometer 1460) is a military camp consisting of 7 or 8 wooden barracks, each 30 to 40 meters long. This is a new installation, believed to have been set up since February 1952. Some 6 or 8 trucks and approximately 1,000 Hungarian soldiers were observed at the camp on 5 April 1952. The troops were armed with Russian automatic rifles.

Passing through the camp is a gravel road leading from the Mohács-Budapest highway to the ferry (1) which crosses the Danube at this point. The banks of the river here are of firm gravel, sloping gently to the water's edge, and vehicles can be driven aboard the ferry with the aid only of a few stout planks. The ferry barge can carry at least four loaded military trucks at one time and makes the trip across the river in 15 minutes. The ferry, which is used only for military purposes, operates during the night as well as by day. All river traffic is halted between 10 p.m. and 3 a.m. along this stretch, despite the fact that there are no navigational hazards here. It is presumed that the traffic is held up to prevent interference with the operation of the ferry barge, and the small 100-120 HP motorboat which tows it. Traffic is evidently stepped up during the hours of darkness for purposes of secrecy. Most of the military traffic crossing the river turns down the gravel road on the left bank which leads to the Yugoslav border. In back of the left bank ferry landing is a small fishermen's village (3).

The village of Duna Szekcső has no real landing pier, but only a sort of pontoon arrangement (2) beside which passenger vessels may stop to discharge their fares.

3. See Attachment III (sketch of the Danube at Dunaföldvár):

The railroad bridge across the Danube at Dunaföldvár (Kilometer 1561) was reported on 7 April 1952 to be in a completed state, lacking only the final coats of paint. A single track and a highway share the span.

On 7 April 1952 two military trains of 45 coaches each, were observed crossing from the right to the left bank, probably bound for Baja. One of the trains hauled four small tanks on flatcars.

The town of Dunaföldvár is also served by a civilian-operated motor ferry (2) which is used when the bridge is clogged with military traffic. The crossing and unloading takes approximately 25 minutes.

Points (3), (4), and (5) on the sketch are respectively the town's pontoon landing stage, the river transport office, and the river police headquarters. (6) is a small sandbar on which some trees are growing. (7) and (8) are two black signals indicating danger spots of an undefined nature. (9) is a red signal near the left bank, indicating a sunken object. The distance between (8) and (9), 60 or 70 meters, is considered insufficient to permit two tows to pass at the same time. Approaching tows therefore signal for priority passage. The objects at (10) are vessels sunk by mines during 1944 and 1945.

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4. From the Danube at Sztalinváros (Dunapentele), Hungary, (Kilometer 1580) a funicular or cable railroad has been built from the bank to the factory behind the town. Troops are occupying the steel works there.
5. All Yugoslav vessels entering Hungarian waters at Kilometer 1428, are inspected by police officers, who board the vessels from motorboats cruising the river between the frontier and Mohács. An inspection is performed even when the Yugoslav tows are only in transit. Police motorboats follow the foreign vessels all the way through Hungarian territory and another check is made at Szob (Kilometer 1707).
6. Beyond Szob the Yugoslav vessels are followed by both Hungarian and Czech motor patrol boats. This double escort continues until the foreign vessels reach the Hungarian-Czech border point at Kilometer 1861. From that point until Bratislava the escort consists only of a Czechoslovak motorboat.
7. See Attachment IV (the Danube at Esztergom, Hungary):
The sketch of the Danube at Esztergom (Kilometer 1719) indicates the steel railroad bridge connecting the Hungarian city with the Czechoslovak side of the river. Below the bridge, in a small channel, some 20 Russian naval units were observed to be moored on 11 April 1952. The vessels were painted sky blue and were draped with tarpaulins.
8. On 15 April 1952, six Czechoslovak naval or police motorboats painted yellowish green were observed in a small bay on the left bank of the Danube at Kilometer 1842. The boats were covered with tarpaulins.
9. A military camp was observed on 16 April 1952 on the right bank of the Danube at Bratislava, Czechoslovakia. The camp consisted of 10 barracks housing approximately 1,500 men. Lying near the river's edge were some 60 steel pontoons, each approximately 10 meters long. A number of troops were at work assembling them.
10. At Kilometer 1873 on the Czechoslovak side of the Austrian frontier, six naval motor patrol boats were observed on 16 April 1952 to be moored on the left bank of the Danube. They were painted with greenish yellow camouflage paint and were covered with tarpaulins. They appeared to be of the 200 HP variety. On the bank itself were five camouflaged barracks housing some 400 to 500 troops.
11. The important Hungarian industrial center of Győr is some 17 kilometers up a small side channel of the Danube above Gönyű (Kilometer 1791). This channel is still navigable, but no river craft have been observed using it. Above the channel leading to Győr are two large sandbars called Raabar and Vanava. (See Attachment V: the Danube near Győr).
12. Attachment VI, Sketch A, shows the Danube at Kilometer 1935. On 16 April 1952 some 15 or 20 Russian motor patrol boats were observed to be tied up in the canal at Kuchelau, Austria. The vessels, which were painted sky blue, were covered with tarpaulins.
13. Attachment VI, Sketch B, shows the Danube at the Austrian village of Au, (Kilometer 2107). Tied up in the bay at Au on 16 April 1952 were some 15 Russian motor patrol boats. In the nearby woods was a Russian military unit, accommodated for the most part in tents. At Au all traffic is stopped for checking by Soviet naval authorities. The average inspection of a tow takes between an hour and an hour-and-a-half. The barges are checked for fugitives and hidden arms.
14. Attachment VII is a sketch of the single-track railroad bridge at Bogojovo, Yugoslavia (Kilometer 1368). The bridge was destroyed in 1944 or 1945 but was completely restored in 1948. Motor highway traffic may also use the bridge except when a train is in the process of crossing.

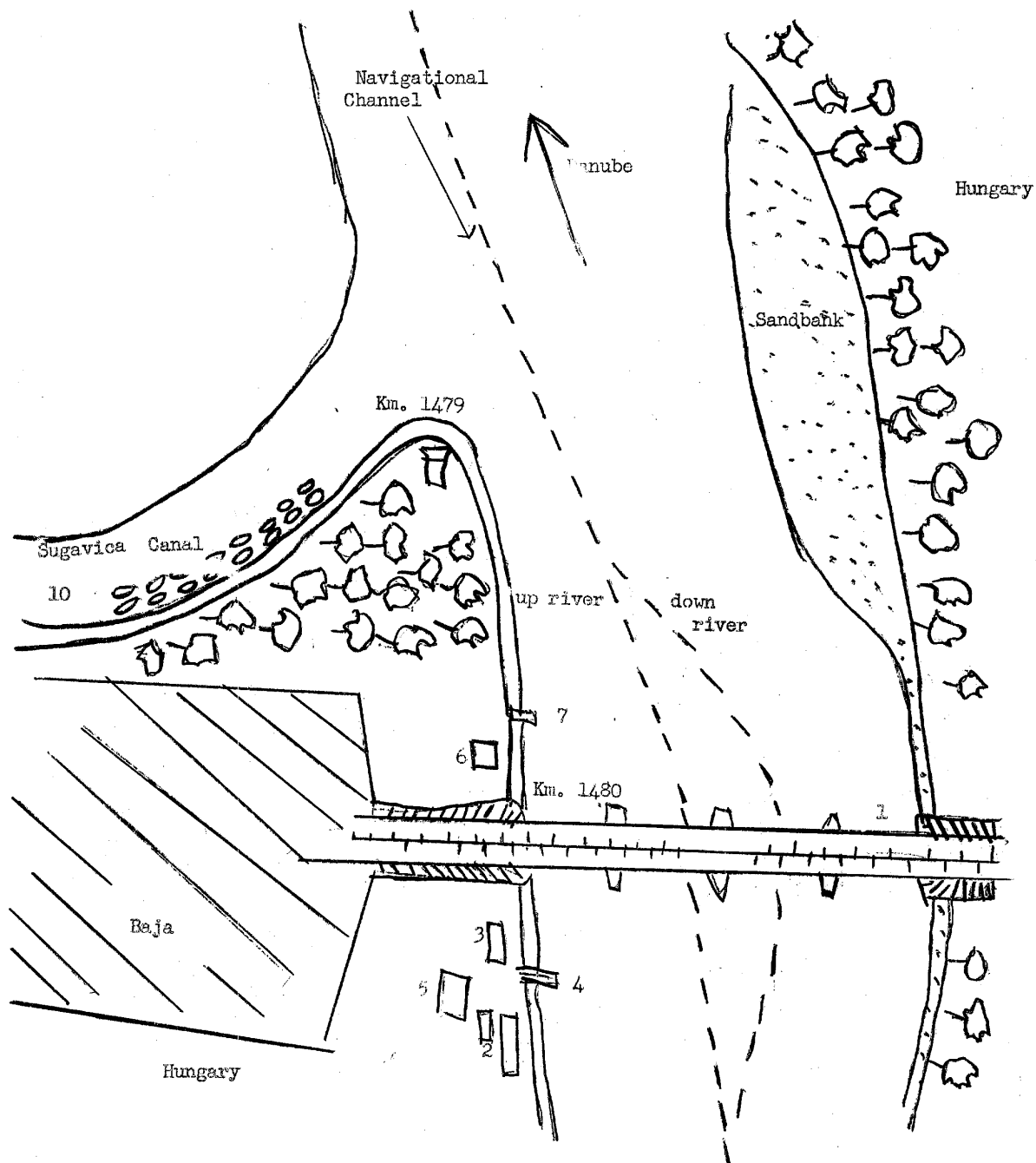
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ATTACHMENT I

The Danube at Baja

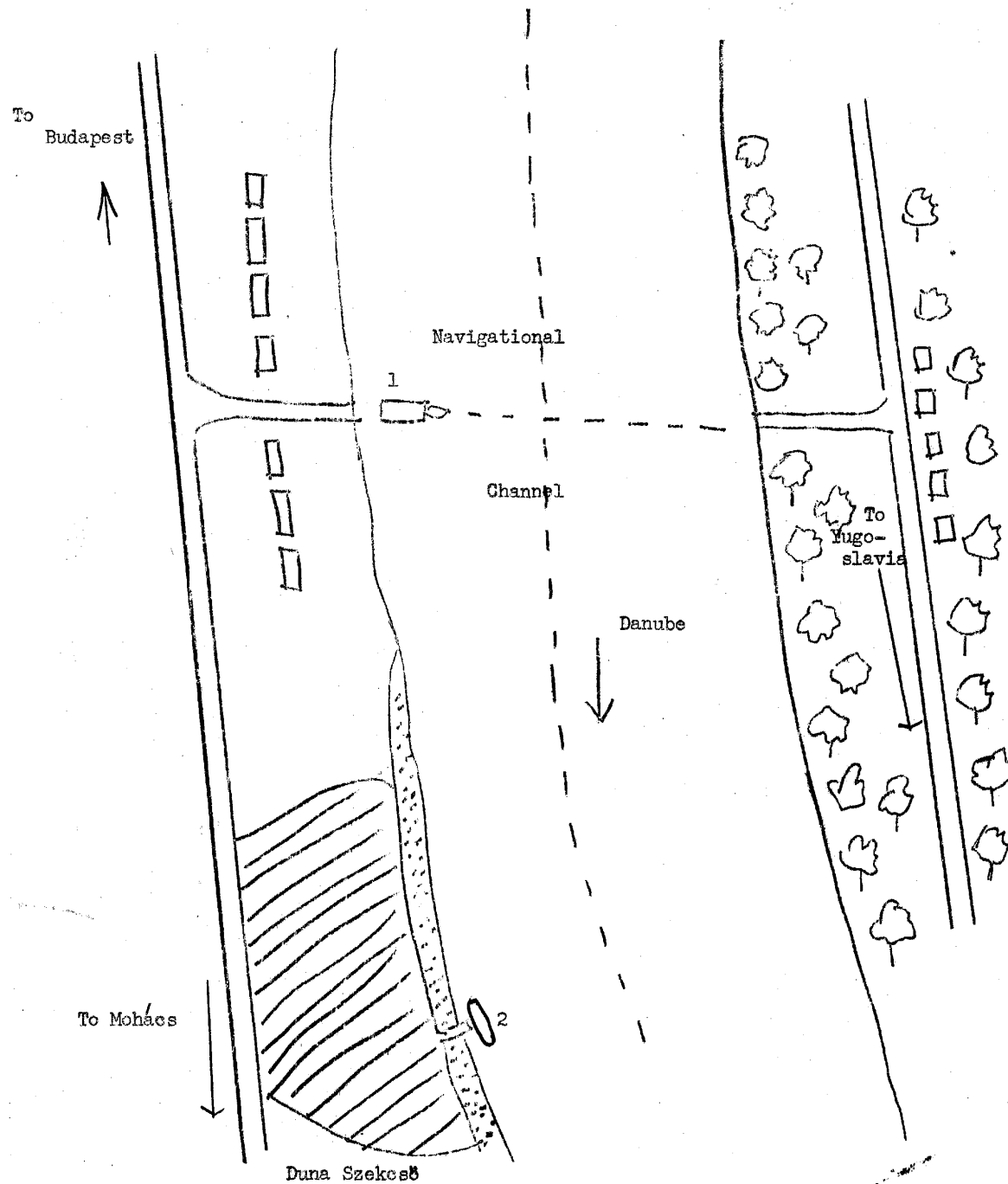


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ATTACHMENT II

The Danube at Szekcső

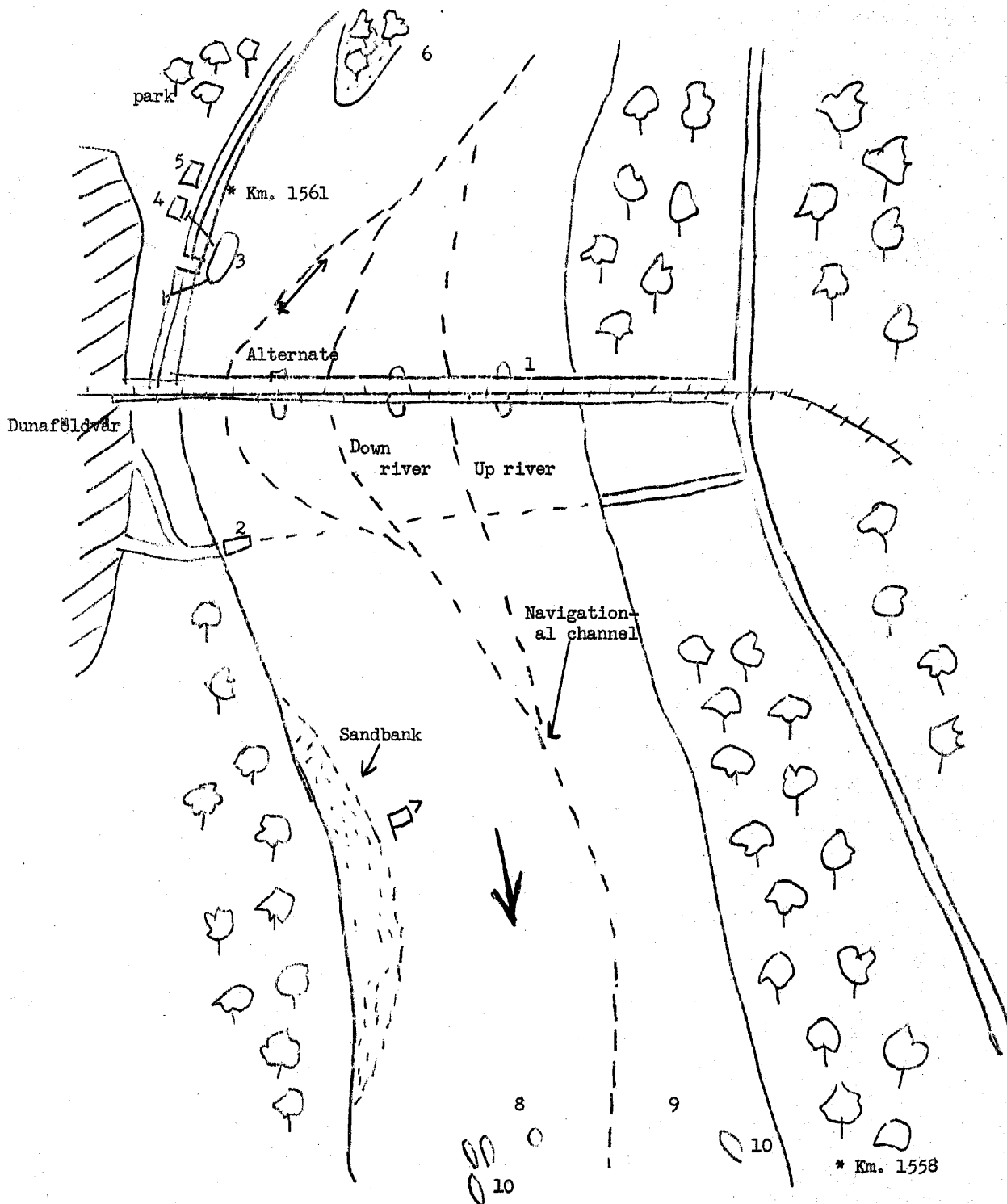


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ATTACHMENT III

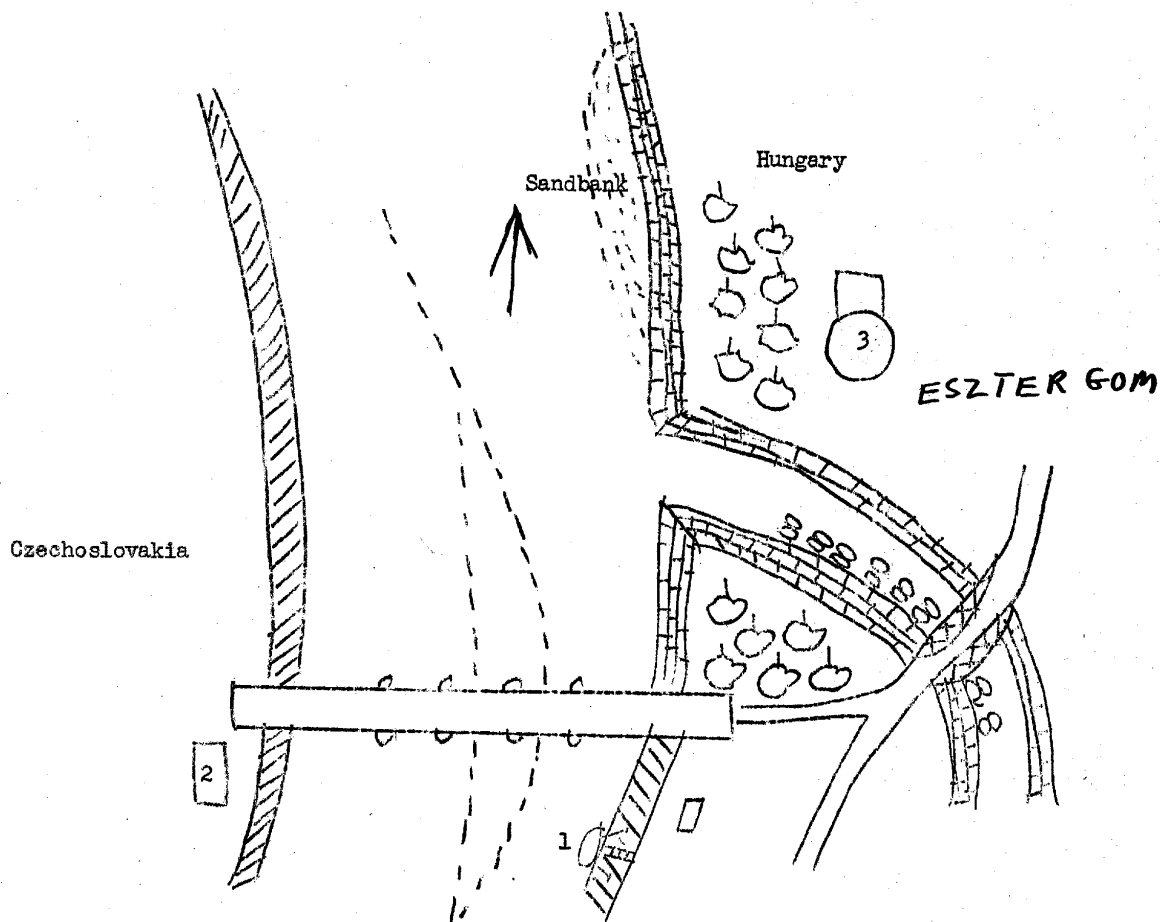


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ATTACHMENT IV
The Danube at Esztergom

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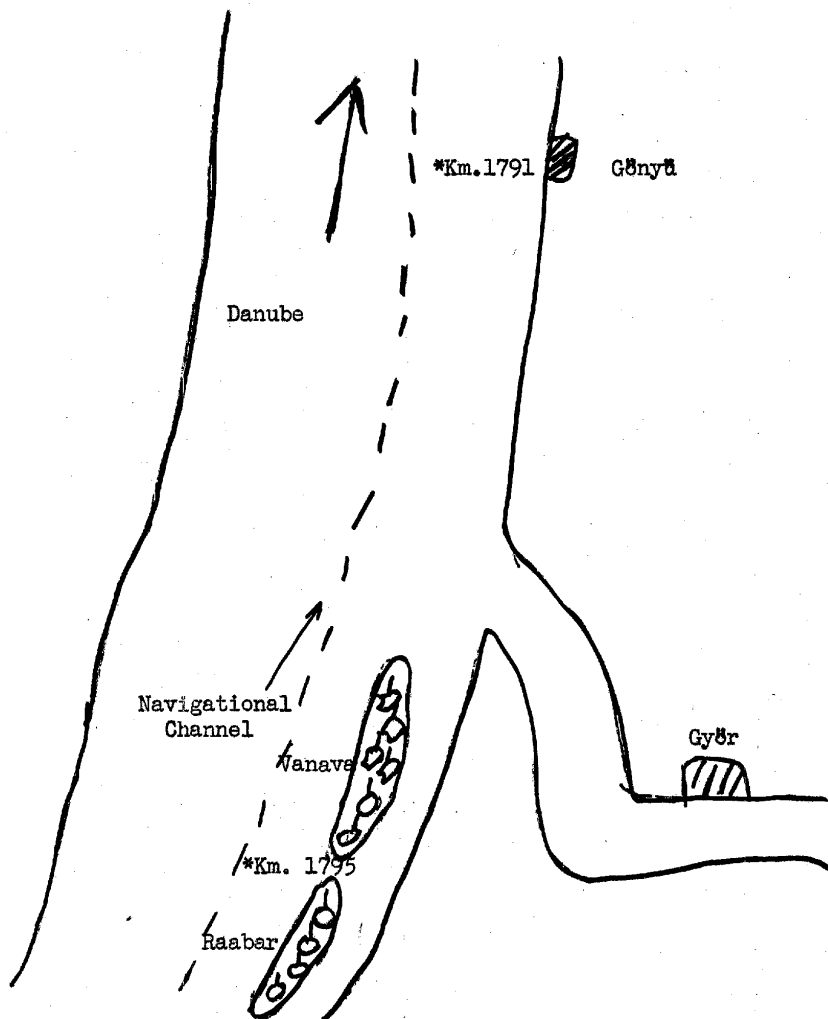
1. Pontoon landing stage
2. Czechoslovak police and customs building
3. Theological seminary



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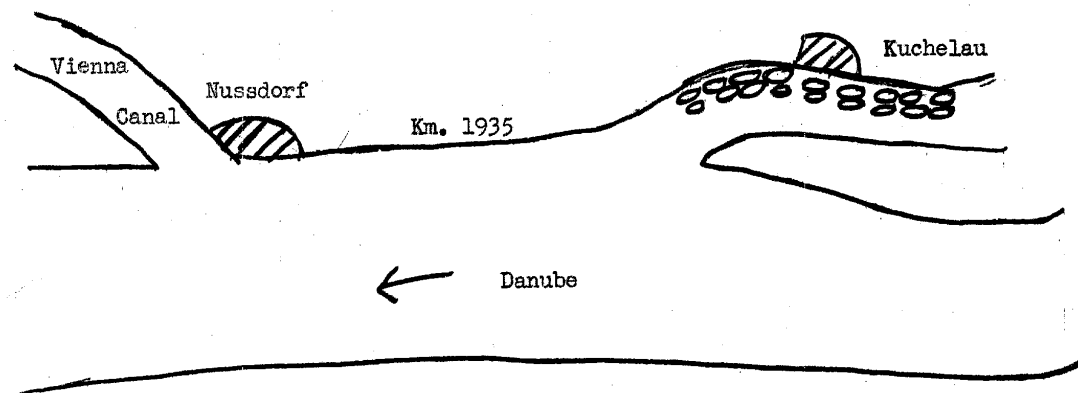
ATTACHMENT V
The Danube near Győr



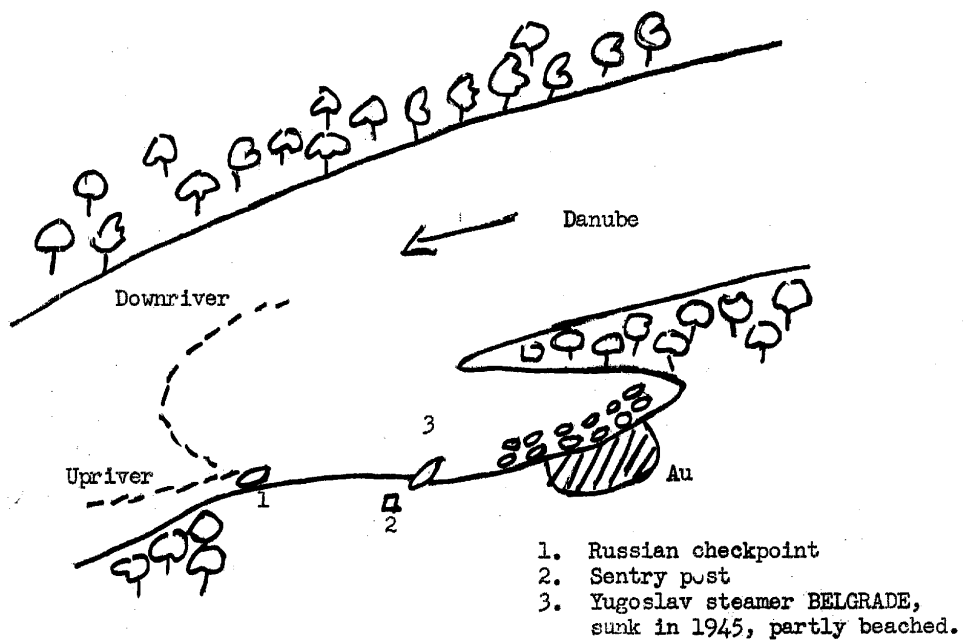
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ATTACHMENT VI

Sketch a. The Danube at Kuchelau and Nussdorf 50X1-HUM



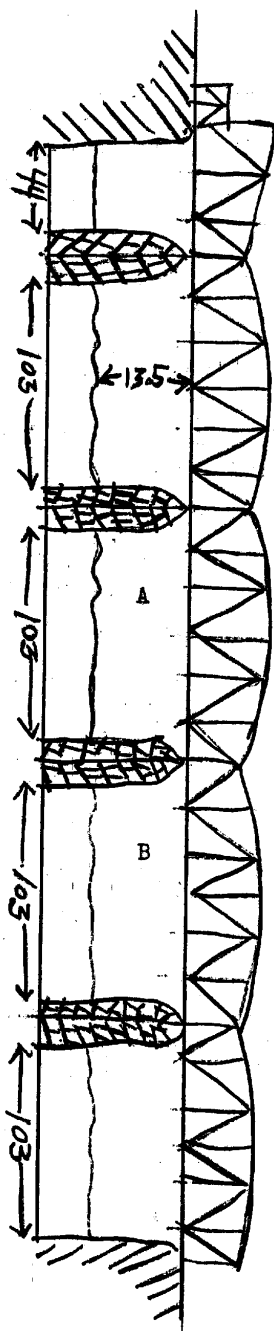
Sketch b. The Danube at Aue (Kilometer 2107)



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ATTACHMENT VII
Railroad Bridge at Bogojevo
(Kilometer 1368)



"A" is the principal passage for ships, but "B" may also be used.

Average clearance from the water's surface to the bridge is 13.55 meters.

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